

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
155
City of Manassas

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Manassas

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Manassas																	
28	Nokesville Rd	0.41	30000	G	From:	WCL Manassas				C	0.080	F	0.501	33000	G	2003	
					To:												
28	Nokesville Rd	0.35	30000	N	From:	SR 234				N	0.080	N	0.501	33000	N	2003	
					To:												
28	Nokesville Rd	1.02	30000	N	From:	SR 234 Temporary, 155-5				N	0.080	N	0.501	33000	N	2003	
					To:												
28	Cockrell Rd	0.80	22000	G	From:	Wellington Rd				F	0.084	F	0.527	24000	G	2003	
					To:												
28	Center Street	0.25	11000	G	From:	Church St				F	0.081	F		12000	G	2003	
					Combined Traffic:	24000											F
28	Center Street	0.37	13000	G	From:	Bus SR 234				F	0.077	F		15000	G	2003	
					Combined Traffic:	24000											F
28	Zebedee Street	0.11	12000	G	From:	Zebedee St Center St				F	0.086	F		14000	G	2003	
					Combined Traffic:	NA											NA
28	Centreville Rd	0.38	20000	G	To:	Centreville Rd				F	0.075	F	0.554	22000	G	2003	
					From:	Church St											F
28	Centreville Rd	0.86	30000	G	To:	Prescott Ave				F	0.072	F	0.528	34000	G	2003	
					To:	Prince William County Line											
28	Church Street	0.29	13000	G	From:	SR 28				F	0.085	F		15000	G	2003	
					Combined Traffic:	24000											F
28	Church Street	0.82	11000	G	To:	SR 234				F	0.088	F		12000	G	2003	
					Combined Traffic:	24000											F
Bus 234	Dumfries Rd	0.46	18000	G	From:	SCL Manassas				C	0.08	F	0.639	19000	G	2003	
					To:												
Bus 234	Grant Ave	0.86	21000	G	From:	155-6 Hastings Drive				F	0.078	F	0.673	23000	G	2003	
					To:												
Bus 234	Grant Ave	0.44	23000	G	From:	Pr William St				F	0.078	F	0.643	24000	G	2003	
					To:												
Bus 234	Grant Ave	0.44	13000	G	From:	Church St				F	0.079	F	0.58	14000	G	2003	
					To:												
Bus 234	Grant Ave	0.32	12000	G	From:	Beauregard Ave				F	0.079	F	0.579	13000	G	2003	
					To:												
Bus 234	Sudley Rd	1.18	35000	G	From:	Sudley Rd Grant Ave				C	0.079	F	0.547	37000	G	2003	
					To:	NCL Manassas											
9463 76		0.15	110	R	From:	OSBORNE AND					NA			NA		1994	
					To:	BENNET HS											
9528 76		0.21	NA		From:	Osborn HS					NA			NA			
					To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
City of Manassas																
(1) Ashton Ave	0.72	12000	G	From: 98%	0%	Godwin Dr 2%	0%	0%	0%	C	0.099	F	0.558	13000	G	2003
				To: 0%		Cockrell Rd										
(2)	0.05	NA		From: 0%		CL Manassas					NA			NA		
(2) Clover Hill Rd	0.45	1200	G	From: 96%	1%	Godwin Dr 2%	0%	1%	0%	F	NA			1300	G	2003
(2) Clover Hill Rd	0.78	4200	G	From: 96%	1%	Waterford Dr 2%	0%	1%	0%	C	0.097	F	0.541	4500	G	2003
				To: 0%		Wellington Rd										
(3) Cockrell Rd	0.27	7300	G	From: 94%	1%	Ashton Ave 3%	1%	2%	0%	C	0.098	F	0.547	7700	G	2003
				To: 0%		SR 28 Center Street										
(4) Euclid Ave	0.36	6100	G	From: 92%	1%	Quarry Rd 5%	1%	1%	0%	F	0.094	F	0.557	6500	G	2003
(4) Euclid Ave	0.34	12000	G	From: 92%	1%	Liberia Ave 5%	1%	1%	0%	C	0.092	F	0.611	13000	G	2003
				To: 0%		Manassas NCL										
(5) Godwin Dr	0.88	2800	G	From: 94%	1%	Clover Hill Rd 3%	1%	2%	0%	F	0.096	F	0.625	3000	G	2003
(5) Godwin Dr	0.88	19000	G	From: 92%	1%	SR 234 Temporary, 155-6 3%	2%	2%	0%	C	0.089	F	0.615	20000	G	2003
				To: 0%		SR 28										
(6) Hastings Dr	1.50	14000	G	From: 93%	1%	Godwin Dr 3%	1%	2%	0%	C	0.101	F	0.663	14000	G	2003
				To: 0%		SR 234 Dumfries Rd										
(6) Hastings Dr	1.43	7000	G	From: 93%	1%	SR 234 Richmond Rd 3%	1%	2%	0%	F	0.092	F	0.532	7400	G	2003
				To: 0%		Liberia Ave										
(7) Quarry Rd	0.56	4300	G	From: 97%	0%	Zebedee St 2%	1%	1%	0%	F	0.099	F	0.619	4500	G	2003
				To: 0%		Euclid Ave										
(8) Signal Hill Rd	0.13	3800	G	From: 97%	0%	Richmond Ave 2%	1%	1%	0%	F	0.098	F	0.56	4000	G	2003
				To: 0%		Liberia Ave										
(107) Godwin Dr	2.01	15000	G	From: 97%	0%	SR 28 2%	1%	1%	0%	C	0.09	F	0.544	16000	G	2003
				To: 0%		SR 234										
(4350) Lucasville Rd	0.11	NA		From: 0%		76-692 JB-76-155 SCL MANASSAS 4350 LUCA					NA			NA		
				To: 0%		155-6 Hastings Drive										
(4352) Richmond Ave	0.60	12000	G	From: 94%	1%	Grant Ave 3%	1%	1%	0%	C	0.089	F	0.54	13000	G	2003
(4352) Richmond Ave	0.94	1400	G	From: 94%	1%	Fairview Ave 3%	1%	1%	0%	F	0.098	F	0.508	1500	G	2003
				To: 0%		Liberia Ave										
(4353) Fairview Ave	0.74	15000	G	From: 96%	0%	ECL Manassas, 76-3000 PW Pkwy 2%	1%	1%	0%	C	0.089	F	0.565	16000	G	2003
(4353) Fairview Ave	0.50	11000	G	From: 96%	0%	155-4352 Richmond Ave 2%	1%	1%	0%	F	0.091	F	0.661	11000	G	2003
				To: 0%		SR 28 Center St										
(4355) Main St	0.24	3300	G	From: 96%	0%	Center St 3%	0%	1%	0%	C	0.095	F	0.645	3500	G	2003
				To: 0%		Portner Ave										

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City of Manassas																
(4356) Portner Ave	0.43	2400	G	From:	Grant Ave					F	0.090	F	0.555	2500	G	2003
				To:	Sudley Rd											
(4356) Portner Ave	0.57	5400	G	From:	Sudley Rd					C	0.089	F	0.583	5800	G	2003
				To:	Liberia Ave											
(4357) Sudley Rd	0.76	23000	G	From:	Centreville Rd					F	0.079	F	0.519	24000	G	2003
				To:	SR 234											
(4358) Wellington Rd	0.78	14000	G	From:	WCL Manassas					C	0.094	F	0.550	15000	G	2003
				To:	SR 28											
(4358) Wellington Rd	1.07	15000	G	From:	SR 28					F	0.092	F	0.616	16000	G	2003
				To:	Clover Hill Rd											
(4358) Wellington Rd	0.61	15000	G	From:	Clover Hill Rd					F	0.088	F	0.542	16000	G	2003
				To:	SR 234											
(4359) Stonewall Rd	0.38	2300	G	From:	Wellington Rd					F	0.103	F	0.776	2400	G	2003
				To:	Center St											
(4359) Stonewall Rd	0.90	5200	G	From:	Center St					C	0.095	F	0.537	5500	G	2003
				To:	Sudley Rd											
(4361) Liberia Ave	1.77	34000	G	From:	155-4353 Fairview Ave					C	0.079	F	0.609	37000	G	2003
				To:	SR 28 Centreville Rd											
(4361) Liberia Ave	1.18	12000	G	From:	SR 28 Centreville Rd					F	0.094	F	0.559	13000	G	2003
				To:	155-4365 Stonewall Rd											
(4361) Liberia Ave	0.41	9500	G	From:	155-4365 Stonewall Rd					F	0.101	F	0.509	10000	G	2003
				To:	NCL Manassas, 76-1530 Lomond Dr South											
(4365) Stonewall Rd	0.49	4900	G	From:	Sudley Rd					F	0.099	F	0.624	5200	G	2003
				To:	Stonewall Ct											
(4365) Stonewall Rd	0.26	4700	G	From:	Stonewall Ct					C	0.094	F	0.600	5000	G	2003
				To:	Liberia Ave											
Greenleaf Dr		310	G	From:	Shannon Rd						0.237	F		330	G	2003
				To:	Cedar Ridge Dr											
Karlo St		550	G	From:	Sarajevo Ct						0.105	F		590	G	2003
				To:	Tito Ct											
Longstreet Drive		420	G	From:	Jackson Avenue						0.104	F	0.578	420	G	2003
				To:	Weems Road											
Meadowview Dr		270	G	From:	Grant Ave						0.132	F		280	G	2003
				To:	Virginia Ave											
Oak Glen Rd		240	G	From:	Bayberry Ave						0.155	F		250	G	2003
				To:	Thornwood Ln											
Peabody Street		350	G	From:	Stuart Avenue						0.106	F	0.579	350	G	2003
				To:	Robson Drive											
Thornwood Ln		280	G	From:	Oakglen Rd						0.141	F		300	G	2003
				To:	Bayberry Ave											